SHRI KAMAL MORARKA : It is not fair. (*Interruptions*).

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : What to do ? (*Interruptions*). I am sending the message to the Minister. Now we will take up clarifications on the statement of the Civil Aviation Minister.

SHRI I. K. GUJRAL : Before you do that, I think it should go on record that we could not consider the Bill because the Minister was absent. (*Interruptions*).

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : I have asked them to inform the Minister. I will see what message comes from the Minister.

SHRI KAMAL MORARKA : Can you tell us what is the order of the business ?

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : There is a little adjustment. Now, clarifications on the statement of the Civil Aviation Minister.

CLARIFICATIONS ON THE STATEMENT RE : HIJACKING OF INDIAN AIRLINES FLIGHT IC-427 DELHI-SRINAGAR ON THE 24TH APRIL, 1993

DR. NARREDDY THULASI REDDY (Andhra Pradesh) : First of all I congratulate, not the Minister, but the success of the National Security Guards and the cabin crew.

Sir, the terrorists are always at an advantageous position than the security agencies because terrorists is the initiator. So the security agencies have to cope imaginatively with the terrorists. This hijacking reflects the absence of such imagination. The security staff at airport must be put through periodic refresher courses aiming at updating their expertise.

I want to know whether there is any such refresher course in the Civil Aviation Ministry or not. If it is not there, whether they are going to conduct a refresher course for updating the expertise of the security staff at the airport ?

SHRI G. G. SWELL (Meghalaya) : This is a very serious question. But the way in which things are happening in the House today—a Bill not being taken up, the other items of the agenda being swept away in order to bring this—has taken away much of the serious concern that we have in regard to this. Will the Minister listen to me, please ? How can the Minister answer the questions if he does not listen to me ? Sir, you better adjourn the House. Nobody is serious. The Minister is not hearing.

THE VICE-CHAIRMAN (SRHI SIBTEY RAZI) : Please restore order in the House. The Minister is listening.

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : I am listening to you.

SHRI G. G. SWELL : Now, I think, it has taken away a lot of our serious concern and, even then, I would pose a few questions to the hon. Minister and would like his considered answers to these questions. Has the identity of the hijacker, the failed hijacker, been established ? Did he belong to the militant outfit in Kashmir ? In that case, it is part of a much broader question with which, of course, the Minister would not be concerned because it is more of a concern of the Home Ministry, But I would like to be sure about his identity. Now, Sir, terrorism today has become more cynical, more homicidal and more suicidal. I am using the word 'suicidal' advisedly because we know what happened to the late lamented Rajiv Gandhi. It was a human bomb. It was a suicidal assassin who did the job. And, therefore, when the people are determined, they can commit an act of terrorism even at the cost of their own lives. Now, Sir, it is obvious that the hijacker could get into the aircraft with two pistols because of the lapses of our security forces. Because of the ingenuity of the hijacker, he could put the two loaded pistols into his crutches or his plasters and our security forces in Delhi seeing his condition that he was a sick man wanted milk toast and allowed him through. Now, here is the question which

I would like the Minister to answer seriously. With the kind of explosives used in India today, especially in the bomb blasts, it has been established that the RDX of the Sentex variety is a very powerful explosive, a few grams of which could be put in a person's body and the whole thing could be detonated by a timer on the ground. Just a few grams of explosives would be enough to blow up the aircraft. Is it a fact that this kind of explosive cannot be detected by a metal detector and, especially, if they are put in a plastic material, you cannot detect them ? Now, terrorists have become experts. We have to match their ingenuity with the ingenuity of our security forces. There is the story of the Day of the Jackal in which the would be assassin put his gun in his crutches and what was supposed to have been a story or a legend has become a fact. This is what the terrorists are doing. These terrorists can be brave enough to try to get into an aircraft by carrying some of the Sentex or the RDX explosives in their bodies. We have to match the ingenuity of the terrorists with the ingenuity of our security forces. I would like him to answer as to what kind of security arrangement we can make in order to make it foolproof against the terrorists who try to sneak into the aircraft in this manner.

Thank you, Sir.

SHRI JAGMOHAN (Nominated) : Sir, so far as this hijacking is concerned, I would like to point out that on paper all security measures are in force at the airports. But security is not only a questions of frisking or a metal detector, being installed or an extra machine being installed. It is really a question of initiative, it is a question of imagination, it is a question of leadership, it is a question of enforcing mental alertness in the staff. How mentally alert the staff are is the most important issue. I would like to know from the Government as to what measures they had taken to ensure that the staff employed at the airports or the supervisory staff, are sufficiently alert to deal with the type of problems which are taking place This hijacking has taken place in a particular atmosphere, in a particular environment when the conditions in Srinagar were at their worst, when there was trouble in Pakistan, when there were many other issues like the Bombay blasts. In this background, was it not necessary for the security staff, at the higher level, or the leadership of the staff, to look into this aspect ? Whenever you want to enforce any mental alertness in the security staff, the usual practice which should have been adopted by any imaginative leadership should have been to send some dummies. Suppose I am an officer, I could go pretending as if I were a passenger with a pistol on my legs and find out whether I could be detected by the staff. It is only by these surprise methods, by dummies which you will employ, that you can enforce some sort of mental alertness in the staff. Taking action against this person or that is not the solution. What is to be seen is whose duty it was to ensure that there was sufficient mental alertness in the staff that was appointed. As I have explained, this hijacking took place in an atmosphere which was highly tense. Was it not incumbent upon the people who are in-charge of the security to ensure that in this atmosphere some senior officers were sent, some surprise checks were undertaken, some dummies were sent, particularly in a flight that is going to Srinagar ? We should have the imagination and the intelligence to anticipate that something like this could happen.

The second point that I would like to mention is that you have stated that the Secretary (Security) would look into it. This is an enquiry which should establish facts. In fact, it is his own supervision that is under scrutiny and you have appointed him to look into this issue. It is rather surprising and against the principle. I have nothing against that gentleman. But the principle requires that this type of enquiry should be handled by a panel consisting of three persons—one with judicial background, second with background in aviation, like the Director-General of Airports Security or some retired officers who has got actual experience, who has been given training in tackling terrorism and

who has gone abroad at Government expense, who has learnt as to how to check terrorist activities in the airports, who knows how to prevent hijacking from taking place and if a hijacking does take place, then the action that is to be taken; and the third should be a senior administrative officer who can offer suggestions for the future also. Therefore, the issue is not only of staff but of leadership also. Another aspect which you may like to keep in mind is equally important. It is the total environment of discipline in the forces. Discipline has been made so lax everywhere. It is not the collapse of the system at the airport. It is the total collapse that we see all round us. Whatever is happening is only a breakdown of the machinery. So, the Government should do something to ensure that the Government and the officers act with a sense of commitment to the people. Those who do the work with a commitment should be suitably rewarded and those who do not do so and take their duties as a routine should at least be sidelined. These are the basic issues which I would like you to consider.

The inquiry should not be handled by one single person, but by the type of panel which I have suggested. There have been a number of other hijacking cases earlier on this route. I can tell you that hijacking or other acts of terrorism cannot take place unless there is also internal subversion. In 90 or 95 per cent of the cases, it will be connected with internal subversion and the Government is not at all alert to this problem. What is happening today in Kashmir is really internal subversion by the police forces. But you will be surprised to know that in 1990, when I went there, my first worry was to see that there was no hijacking and when I got a special checking done immediately, found that one of the loaders who was involved in the earlier Ganga hijacking case had been appointed in the cargo section. Then I sent a special telex message to the Ministry of Civil Aviation requesting them to see that people with such a background were not appointed and it took two months for me to get a reply and by that time I had packed up and I do not know what really happened to it. But the basic issue is that we do not take even elementary care because persons take their bags and other things and go straight to the aircraft and the loaders function in this manner and because of this, these lapses, unfortunate things happen. Therefore, it is always a question of internal subversion. While I congratulate the NSG affairs who apprehended the hijacker and killed him, I feel it would have been much better if he had been captured alive because in that case you would have been able to find out the parameters of the conspiracy. The very fact that in Delhi a fellow could go with pistols and supposedly a bomb and walk into the airport shows how lax the conditions are. Suppose he had a real bomb. What would have happened ? With such confidence he walks there. How can a man get this much of confidence to carry pistols and go to the airport. He could have thrown the bomb on somebody. So, what is the alertness which the staff is showing ? It really shows that in Delhi there is a centre of terrorists functioning. Otherwise, how would he have got the pistol ? After all, one single person cannot walk away with such a confidence. There must be some backing. So, it is the problem of internal subversion. The problem in Delhi is such that you have to see all this network which is there. One has to be more alert. The dummy type of checking should be enforced. The panel should be appointed and it shold be given this job and it should do it within one month and should not wait till another hijacking takes place. Thank you, Sir.

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : I have to make an announcement.

Shri B. Shankaranand will make a statement regarding the fire accident that took place on the 27th April 1993 in the AIIMS, today.

SHRI INDER KUMAR GUJRAL (Bihar) : Sir, while endorsing what Mr. Jagmohan has said, I would like to add one think and it is for the consideration of the honourable Minister.

After the Bombay blasts, we have seen terrorism becoming hi-tech and all the devices that you have, the metal detectors and other such things, do not deal with this new type of technology that has come. We have seen this and we have witnessed the assassination of Shri Rajiv Gandhi with the new type explosive, RDX, and you have now seen the RDX functioning in Bombay. I would like to be assured by the Minister that in the steps that he is taking for making our airports safe—as a matter of fact, the entire life, but more so far as the airports—is he thinking of this hi-tech weapons. Our people there at the airports have got *the old, obsolete* metal detectors. But metal bombs are more outdated now. Obviously, we have witnessed this. Therefore, this point has to be kept in mind when the security is being refurbished at the airports.

श्री मूलचन्द मीणा (राजस्थान) : उपाध्यक्ष महोदय, पिछले कुछ दिनों में प्लेन हाईजैकिंग के कई मामले सामने आए हैं । एक प्लेन हाईजैक हो जाए, दो हो जाएं तो बात समझ में आती है, लेकिन तीन-तीन, चार-चार प्लेन कुछ अरसे में ही हाईजैक हो जाएं और इस देश की सिक्योरिटी उसको रोक न पाए तो इससे हवाई जहाज में यात्रा करने वाले लोगों में हवाई जहाज की यात्रा के प्रति हिचकिचाहट और संकोच होने लगेगा कि हवाई जहाज की यात्रा सुरक्षित नहीं है ।

उपाध्यक्ष महोदय, मंत्री जी ने जो वक्तव्य दिया है, उसमें मैं उनसे यह पूछना चाहता हूं कि हाईजैकर दिल्ली में कहां पर रहा था? उसके साथ कितने लोग थे ? वह कश्मीर से दिल्ली कैसे पहुंचा ? क्या इस प्रकार की सूचना यहां की पुलिस को नहीं थी ? क्या वह हाईजैकर किसी आतंकवादी संगठन का सदस्य था ? मैं यह भी पूछना चाहता हूं कि हाईजैकर हवाई जहाज में पिस्तौल लेकर गया और उसके लिए जिस प्लास्टर का उपयोग किया गया, वह किस डाक्टर ने उपलब्ध कराया था ? जब हवाई जहाज हाईजैक हुआ उस समय जो अधिकारी ड्यूटी पर थे, उसमें किस-किस स्तर के अधिकारियों और कर्मचारियों को आपने सस्पैण्ड किया ? सिक्योरिटी इन्चार्ज का क्या हुआ ? चार-चार हवाई जहाज हाईजैक हो जाएं और फिर भी सिक्योरिटि इन्चार्ज वहीं रहेगा ? क्या आप सिक्योरिटि आफीसर के खिलाफ कार्यवाही करेंगे ?

महोदय, मैं यह भी जानना चाहता हूं कि दिल्ली में बिना सामान लिए कितने यात्री गए थे ? हाईजैकर ने जो टिकट प्राप्त किया था वह किस एजेंसी से प्राप्त किया था ? क्या उस टिकट के साथ कई टिकट इकट्ठे साथ-साथ खरीदे गए थे या एक अकेला ही खरीदा गया था ?

उपसभाध्यक्ष (सैयद सिब्ते रजी) : श्री एम. सी. भण्डारे । श्री सतीश प्रधान । श्रीमती कमला सिन्हा ।

श्रीमती कमला सिन्हा (बिहार) : उपाध्यक्ष महोदय, मंत्री जी का बयान इस पर आया कि कैसे 24 अप्रैल को हवाई जहाज हाईजैक हुआ ? और, उसके बाद की कहानी सब अखबार में पढ़ी हम लोगों ने । आजकल तो हमारे देश में जो क्राइम स्टी है, वही तय करती है कि क्राइम कैसे किया जाए । स्वेल साहब ने एक उदाहरण दिया—"डे आफ द जैकाल" । एक सिनेमा और भी बना था—"रूप की रानी चोरों का राजा" । उसमें भी इसी तरह की कहानी बताई गई थी कि कैसे आर्म छिपाकर रखे जाएं । . . .

SHRI G. G. SWELL : Fiction has become the reality.

SHRIMATI KAMLA SINHA : *It is true* that fiction has become the reality.

तो इस तरह की जब बातें होती हैं इन्फर्मेशन और हमारी सरकार बिल्कुल कुछ कर नहीं पाती है, वह तो ठीक है कि अमृतसर पुलिस वालों ने काम किया, लेकिन सरकार की ओर से सिक्योरिटि लेपसेस इतनी हो गयी और मंत्री महोदय अपनी कुर्सी पर बैठे रहें, यह भी एक शर्मनाक बात है । मैं तो यह कहूंगी कि मंत्री जी एक तो सिक्योरिटि को कैसे चस्त-दुरुस्त किया जाए, एअरपोर्ट सिक्योरिटि, रेलवे स्टेशन की नहीं एअरपोर्ट की यह देखा जाना जरूरी है । हमारे जैसे

साधारण लोग जब वहां जाते हैं तो हमारे ऊपर तो बड़ी कड़ाई होती है, लेकिन जो हथियार लेकर चला जाए उसके ऊपर कोई देखभाल नहीं, कोई सिक्योरिटि का इंतजाम नहीं ।

एक साथ तीन-तीन बुकिंग होती हैं, जिसमें दो वापस ले लेता है, तीसरा जाता है, आखिर यह किस ग्रुप के लोग थे, उसके बारे में कुछ पता नहीं आपको और आप बयान देते हैं तो मुझे लगता है कि सारी जिम्मेदारी को लेकर मंत्री जी को इस्तीफा दे देना चाहिए और प्रधान मंत्री को इस पर बयान देना चाहिए और सफाई देनी चाहिए ।

SHRI KAMAL MORARKA (Rajasthan) : Sir, I would like to make very few suggestions to my esteemed friend, Mr. Ghulam Nabi Azad. First of all, let us not get panicky. Out of these 3 or 4 hijackings, this was the only genuine hijacking. Others did not have any gun or bomb and there was no security lapse involved in those so-called hijackings. They were all fooling around and they were not found with any weapon. This is the first case in the recent past of hijacking that there has been this security lapse. Even 10 to 15 years ago, hijacking took place from Delhi Airport and again it has taken place from Delhi Airport. I have my own observations to make. There are two basic problems which the Minister must tackle. One is the police personnel posted at the Delhi Airport are inefficient and sloppy. They have no intelligence, no idea of security. Either they are the normal policemen who are transferred around. Today they are at the airport duty and tomorrow they may be on some other duty. Aviation security is a specialised job all over the world. We have a post of Security Advisor, Civil Aviation or some such post. That gentleman has been returned to his cadre and a new man is to hold charge. That appointment is yet to be made and as usual, he will function in his own way. What is required to be done is that aviation security at the Delhi Airport must be beefed up to the highest level. You must have some people trained, who know the aviation security. They should be the people who are trained in airport security, conversant with all the various exit points or entry points from where the people can go to the aircraft. They must know the logistics of the place. You must do it. You should have a dialogue with the Delhi police. Either Delhi police must have specially trained personnel at the airport or you find some other way. Unless you have trained police personnel at the airport, this problem cannot be solved. In the normal course, when I go to Bombay, I pass through security in Bombay and in Delhi. In Delhi security, through the X-ray machine, may bag will come and then they will ask me to open it up. There will be an electric shaver; he will take out the cells and will say : 'You cannot carry it.' I said, all right, I will remove it. Then the other policeman will intervene and say, no, this is allowed. Now, this means guidelines are not clear to them. Some-time they will allow and some other time they will not allow. They themselves do not know. I think training given to them is inadequate, apart from their ill manners and all that. An old man was carrying eight apples in his bag and they cut his apples. The poor man was weeping. He was a poor man. About Delhi police, less said the better.

Mr. Minister, I draw your attention to what I am saying. I have said two things. One is that the Delhi police at the airport needs to be revamped. The second is that there is a multiplicity of authority at the airport. There is International Airport Authority; there is National Airport Authority under whom your traffic control comes. Then there is the DGCA. There is the Indian Airlines. There are a host of new airlines and all of them are authorised to issue passes for their personnel. Nowhere in the world there is so much of multiplicity of authority. They have tried to solve the problem. The Committee on Public Undertakings has studied this issue. They said there should be come sort of coordination. Eight agencies are working at the airport and this was in the context of air accidents. In my opinion, the Aurangabad accident is much more serious than the hijacking. There is so much of multiplicity of authority. There moral is

very low. The Minister has come and whatever he has done in the initial period, I fully appreciate it. He has tried to boost the morale of the Indian Airlines. Please now call a meeting of your people and beef up the security at the airport at Delhi. You talk to the Delhi police and if they cannot provide you with specialised personnel, raise your own security force. Instead of IAAI or NAA and other authorities, please make one person responsible to co-ordinate with them. All that is required is efficient policing of the airport so that these things do not take place. About terrorism and all that, it is a national problem; I am not going into that. This is a limited problem which can be tackled by plain efficiency. This is all happening because the police personnel and other personnel are just careless. That is the main problem. In Bombay, it is much less. There is one more danger. When you talk about hijacking, the police at the airport will become more oppressive. You will put more people. They will allow the hijacker to go, but the genuine passengers will be harassed. Don't do that. We do not need more policing. What we need is improvement in the quality of policing. In Bombay, the number of people is much less. But I think the efficiency and quality of policing is much better there. They are efficient. The X-ray machines are all working. The policemen are alert. They are not petty. The guidelines are clear. Therefore, I say, have a meeting with the police here and sort this thing out.

SHRI DINESHBHAI TRIVEDI (Gujarat) : Mr. Vice Chairman, Sir, I will be very brief, unlike yesterday. My hon. friend, Mr. Morarka, just now mentioned about somebody carrying apples. They were cut. What I am afraid of is this. Here, in this case, it was an artificial plaster. It was a fake plaster. What may happen tomorrow is that somebody with a genuine plaster. . . .

SHRI KAMAL MORARKA : They will cut it.

SHRI DINESHBHAI TRIVEDI : They will cut the plaster.

SHR KAMAL MORARKA : That is the problem.

SHRI DINESHBHAI TRIVEDI : As far as cutting apples is concerned, it may be bearable. But if somebody has a genuine plaster and it is cut, it will be a different thing. It is unfortunate that this sensitive issue has become a joke. Only the other day, there was a joke. A person applies for the job of an airhostess in Indian Airlines. When she is asked as to why she wants to join as airhostess in Indian Airlines, she says that she never had the experience of hijacking and she wants adventure. Sir, as I said yesterday, we do not deserve this.

I totally agree with my friend, Mr. Morarka, that it is a highly sensitive and specialised area. I am not a person who knows security well enough to suggest anything. I can only suggest that from now on—tomorrow is too late—you have got to decide what you want and how you want. You must change overall. I honestly, do not blame the constable or the sergeant. I do not really blame them. How do you expect something out of them for which they are not trained ? I would like to ask. Do you really think that the security at the airport is totally foolproof ? This is my first clarification. Are you yourself—may be, this is not your area, maybe, this is the area of internal security —confident enough that it is foolproof ?

Here, I do not agree with my friend, Mr. Morarka, that they were fooling around. Maybe, a few of them were fooling around. Now, this is the information I have. I am subject to correction, I have not confirmed it. It is in regard to the previous hijacking incident where Hari Singh or somebody was involved. Again, it is a very sensitive thing. As I said, I am open to correction I have not confirmed it. The information is that, at the Palam Airport, at 6.30 a.m., in the toilet, there was some explosive found. Therefore, it is quite possible that you have this 'developing the cold feet' at the last moment. I do not know. You may like to say something. This is what I have gathered from different sources. You may check it up.

Sir, this is where, I would say, the question of public accountability comes in. The point is, whether at the political level or at the bureaucratic level, whoever is the top-most officer, public accountability is one thing which is getting eroded. Here again, I sympathise with him. The hon. Minister has just now come. Whoever would have been in his position, it would not have been much different. You do require time. But I can tell you one thing. Between accountability and yourself, one more incident is there. I think you are highly susceptible. God forbid,—I prey for you—a second major, serious incident—we have already lost count—does not take place. We have got to be vigilant. There is nothing like being extra careful, extra vigilant. I was surprised on reading the Home Minister's answer today—this is related— that we have told the agencies to be extra-vigilant. What is extra-vigilance? There is nothing called "extra-vigilance." Vigilance is vigilance, serious.

Sir, in most of the developed countries there is a system of dog squad. You can bribe a human being, but probably you cannot bribe a dog. I do not know if things have changed. Let us say that this particular person was carrying explosives or guns in his plaster. If there had been a dog squad, it is quite possible that they would have been able to sniff it.

At the airport—I am concluding, Sir—invariably we have security officers who would like to frisk with their hands. I do not know why the equipment is there. Why can't you use them, unless they are not working.? You just have one X-ray machine even at the Delhi Airport where hand-baggages go. Suddenly what happens is that officials come.

"अरे, बंबई की फ्लाइट एनाउन्स हो गई, चलो, चलो, जल्दी जल्दी..." पता नहीं हम लोग क्या चूक कर जाते हैं।

I would not mind flights getting delayed, but let us have a foolproof system. Otherwise, let us leave it open. We have had incidents in which bombs were found in Port trollies. I think enough is enough. Let us all put our heads together. We can only suggest. Experts must get together and find out a solution. I fully agree that there are 10,000 agencies. You ask one agency at the Airport how many agencies there are at the Airport. I am sure they will not be able to say this. This is where the game of passing the buck is on.

So, I would suggest in conclusion to the hon. Minister that today itself, at this moment, immediately after you go, set up something, do something. If you feel that for a few days no handbags will be carried, I can tell you one thing, the country is prepared to listen to whatever directive you give. The confidence is at its lowest ebb. As far as aviation is concerned, we do require to boost up that image. I have full confidence that we will come out of it provided we take this very very seriously.

Thank you very much, Sir.

SHRI JOHN F. FERNANDES (Goa) : I compliment the hon. Minister, the police and the National Security Guards for handling this case very efficiently. I want to seek just one or two clarifications.

Before this hijacking there were two hijackings. I want to know from the hon. Minister whether the earlier ones were rehearsals for his actual hijacking and whether the earlier ones had any bearing on the third hijacking.

The second matter I want to know about from the hon. Minister is this. We find in this hijacking that there was no coordination between the State Police and the National Security Guards. It was reported that they were about to storm the plane but that they were refraned from doing that. I want to know from the hon. Minister whether this type of dual responsibility will be avoided in future and whether it will be seen that there would be coordination between state police and the Central Commandoes because law and order is a matter of the State.

Thirdly, Sir, I would request the hon. Minister to see that in future at least the

hijacked are not eliminated, not killed. In this particular case we have lost the evidence. It would have been very pertient for us to catch this hijacker alive by tranquillising him, by using a tranquillising bullet. That would have been a major evidence for us to prove that a neighbouring country is perpetuating terrorism so that we could declare that country a terrorist State.

That is all.

श्री सुरेश पचौरी (मध्य प्रदेश) : माननीय उपसभाध्यक्ष जी, हमारे यहां विमान से यात्रा करना बड़ा अच्छा माना जाता था । लेकिन अभी पिछले दिनों में जिस प्रकार से ये घटनाएं हो रही हैं, विमान में यात्रा करना बहुत रिस्की हो गया है । मैं माननीय मंत्री जी को बधाई देना चाहूंगा कि जिस तत्परता और संजीदगी के साथ उन्होंने जो विमान अपहरणकर्ता था, उससे निपटने के लिए कदम उठाए, इस प्रकार के निर्देश दिए और विशेष रूप से जो एन.एस.जी. का जो क्राईसिस मैनेजमेंट ग्रुप है, जिसने यह तत्परता दिखाकर विमान अपहरणकर्ता के मंसूबे सफल नहीं होने दिए । मान्यवर, मैं दो-तीन बातें आपके माध्यम से जानना चाहूंगा । प्रथम यह कि विशेषरूप से जो इंटरनेशनल एयर पोर्ट्स हैं, उनमें जो विभिन्न एजेंसीज हैं, जिनका दायित्व एयर पोर्ट पर अलग अलग ड्यूटीज के जरिये है, उनके बीच में पर्याप्त कोआर्डिनेशन नहीं है । चाहे वह सेक्युरिटी एजेंसी हो, चाहे एयर लाइंस से संबंधित एजेंसीज हों, उनके बीच में परफेक्ट कोआर्डिनेशन हो, इसको सुनिश्चित करने के लिये माननीय मंत्री जी क्या कदम उठाने जा रहे हैं ?

दूसरा, जैसा कि अभी माननीय गुजराल जी ने जिक्र किया कि आगे के लिये सोफिस्टिकेटेड तरीके से योजना बन सकती है । तो उससे निपटने के लिये सरकार क्या कदम उठाने जा रही है ? आधुनिक तरीकों का इस्तेमाल करके सोफिस्टिकेटेड तरीके से आगे किसी भी तरह विमान का अपहरण न हो पाये, इसको रोकने के लिये सरकार ने क्या कोई योजना बनायी है ? यदि बनायी है तो उसका ब्यौरा क्या है ? किस प्रकार के कदम सरकार उठाने जा रही है ?

एयर पोर्ट पर और विशेषरूप से इंटरनेशनल एयर पोर्ट पर सुरक्षा-जांच के लिये क्या आधुनिकतम यंत्रों का आप इस्तेमाल करने जा रहे हैं ? क्योंकि केवल प्लास्टर चढ़ी हुई स्थिति में कोई पिस्तौल उसमें छुपाकर ले जाय, यह बताकर कि यहां राड लगी हुई है, यह कोई बात नहीं क्योंकि राड लगाने का स्थान ऊपर की तरफ था जब कि नीचे की तरफ पिस्तौल रखी हुई थी । यदि आधुनिकतम यंत्रों का इस्तेमाल किया जाय तो निश्चितरूप से बुद्धिमतापूर्ण तरीके से इस बात का आकलन करना बहुत आसान था कि वहां इस प्रकार के अस्त्र-शस्त्र रखे हुए हैं ।

इंटरनेशनल एयर पोर्ट पर भी और बड़े-बड़े एयर पोर्टों पर, जहां इस तरह की आशंका है, क्योंकि सरकार को इस बात की जानकारी है कि इस प्रकार के तत्व किन-किन एयर पोर्ट्स पर सक्रिय हो सकते हैं—तो क्या आप वहां क्राईसिस मैनेजमेंट ग्रुप बनाने की योजना बना रहे हैं ? यदि बना रहे हैं तो उसका ब्यौरा क्या है ? क्योंकि उनकी योजना दिल्ली, मुंबई या कलकत्ता एयरपोर्ट पर अपहरण करने की ही नहीं है बल्कि दूसरे एयर पोर्टों पर भी अपहरण करने की योजना बनाने जा रहे हैं, ऐसा विभिन्न समाचार पत्रों में छपा है । तो इस संबंध में मंत्री जी क्या विचार करने जा रहे हैं ? साथ ही जो सेंट्रल कमेटी बनी है, दिल्ली एयर पोर्ट पर, उसमें आप क्या तब्दीली करने जा रहे हैं ? क्योंकि लगातार अपहरण हो रहे हैं और वही समस्या अभी भी है । तो जहां गैर-जिम्मेदाराना ड्यूटी के लिये इंस्पेक्टर और सब-इंसपेक्टर को दोषी पाया गया है वहां क्या आप यह भी उचित समझते हैं कि उच्चधिकारियों को भी जो कहीं-न-कहीं किसी-न-किसी तरीके से उदासीनता के लिये दोषी पाये गये हैं उनके खिलाफ

भी कार्यवाही हो और जांच रिपोर्ट आने से पहले, ताकि वे जांच को प्रभावित न कर सकें और जिससे उनकी अकर्मण्यता और निष्क्रियता के बारे में निष्पक्ष जांच हो सके, क्या आप उनके खिलाफ एक्शन लेने जा रहे हैं ?

अंतिम प्रश्न है कि जो पिस्तौल बरामद हुई है, क्या उसका लाइसेंस था । यदि लाइसेंस था तो वह लाइसेंस किसने दिया ? साथ ही मैं आपसे यह भी जानना चाहूंगा कि जो अपहरणकर्ता था उसने टिकट ट्रैवल एजेन्सी के माध्यम से लिया था या जनरल कारउण्टर से लिया था । क्योंकि ट्रैवल एजेंसीज भी, लगातार समाचार-पत्रों और पत्रिकाओं में ऐसी बातें प्रकाशित हो रही हैं कि उनके माध्यम से भी अपहरणकर्ताओं को राकेट काम कर रहे हैं । तो मैं जानना चाहूंगा कि क्या इन ट्रैवल एजेन्सियों का भी आप पुनरीक्षण करना चाहेंगे, यह मैं आपके माध्यम से मंत्री से जानना चाहूंगा ?

श्रीमती सरला माहेश्वरी (पश्चिम बंगाल) : मान्यवर, उपसभाध्यक्ष महोदय, एक के बाद एक लगातार चार विमान अपहरण की घटनाओं ने यह साबित कर दिया है कि हवाई अड्डों की सुरक्षा की बात हवाई बनकर रह गई है । मैं मंत्री महोदय से यह जानना चाहूंगी कि हवाई अड्डों की सुरक्षा की हवाई बातें करने के बजाय क्या वे भविष्य में कोई ठोस योजना ला रहे हैं या नहीं ? क्या आधुनिक तौर-तरीकों के बारे में वे सोच रहे हैं जिनका अन्य उन्नत स्थानों पर इस्तेमाल किया जाता है ? उपसभाध्यक्ष महोदय, मेरा दूसरा सवाल यह है कि यह जो अपहरण की घटना घटी, इसका जिन मंत्रियों ने दौरा किया, उसके बाद उन्होंने कहा कि यह अभिनव योजना थी ।

मैं मंत्री महोदय से कहना चाहूंगी कि क्या अपहरणकर्ता को अभिनव योजना का नायक बना कर या उर्वर दिमाग का धनी बता कर आप अपनी जिम्मेदारी से बरी हो सकते हैं ? क्या मंत्री जी इस बात पर गम्भीरता से सोच रहे हैं कि आज इण्डियन एयरलाइंस की जो अवस्था है और जिस तरह से हमारे देश में आज सार्वजनिक उद्योगों को बदनाम करने की कोशिश की जा रही है क्या यह सरकार की निजीकरण के रास्ते पर चलने की मुहीम के दौरान एक सोची समझी साजिश है ताकि सार्वजनिक उद्योग बरबाद हो जाएं और जनता के सामने हम कह सकें कि हमारे सार्वजनिक उद्योग घाटे में चल रहे हैं इसलिए हमारे लिए अब और कोई रास्ता नहीं है, इन्हें हम निजी हाथों में सौंप रहे हैं ? मैं यह जानना चाहती हूं कि क्या इस तरह की कोई साजिश चल रही है, सांठगांठ चल रही है ? सरकार को क्या इसका कोई अंदेशा है ? सरकार इस मिलीभगत में कहां तक शामिल है । मंत्री महोदय मुझे इस बात की जानकारी देंगे कि जो आपने चारों तरफ से निजी, कम्पनियां चालू की हैं, क्या आप उस रास्ते पर बड़ी तेजी से पहुंचने के लिए इण्डियन एयरलाइंस को नहीं छोड़ रहे हैं ? धन्यवाद ।

श्री दिनेश भाई त्रिवेदी : मंत्री जी कृपया भी बता दें कि उसने प्लास्टर को कैसे काटा ?

SHRI JAGMOHAN : Sir, if you permit me, I want to make one more point which I forgot to make. The point is, at the sensitive airport checking is done through the metal detector. But checking is also done at the stairs when we are going up in the plane. At the staircase itself there is a staff with the metal detector. I want to know whether the staff was present there at that time or not. I know it. In Srinagar we used to do it. This has to be done at the stairs itself when we are going up in the plane. That is number one. The second point which I forgot to mention is this. There is a drill which we had prescribed. A dummy should be sent there. Somebody should go there. I want to know whether prior to this incident and in the light of the experience

that hijackings were taking place, any surprise checks were done by the senior staff by sending dummies. I would like to know how many times they conducted surprise checks particularly when the conditions were so intense in Delhi and also in Bombay.

Thirdly, there is an equipment with the NSG which is specially designed to capture the terrorists, alive, because the idea always is to find the background of the conspiracy. I want to know whether any such thing was available there or not. If the terrorist was injured, was an ambulance available near the spot where his inquiry could be attended to and he could have survived so that you could have interrogated him and found out who were the people behind him? He could not have been acting alone.

The last point which I forgot to mention is about a panel. In the panel one member should be a person who had been Director-General of Airports Security and one person should be there with a judicial background. The third person, I would suggest, should be a Member of Parliament. One Member of Parliament who may be nominated by the Chairman, Rajya Sabha or by the Speaker, Lok Sabha, should also be there in the panel.

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : Sir, I, first of all, take this opportunity to congratulate the Commandos of the NSG and Punjab police for the commendable job that they performed in the whole operation. I also appreciate the concern expressed by the hon. Members of this House on this hijacking incident. I also welcome their valuable suggestions which will be incorporated in due course. Sir, as the hon. Members, particularly, Mr. Morarka, has mentioned, out of the four hijacking incident that took place since January 1993 at Lucknow and Amritsar, there was practically no breach of security in three cases. However, the latest case where two pistols were recovered from the hijacker involves breach of security. Sir, I would like to mention about the general steps which we have taken and which we intend to take. This would answer some of the questions raised by the hon. Members and I will reply to the individual questions later on. The Government has already initiated a high-level administrative enquiry by the Secretary, Security. Mr. Jagmohan himself raised this question. I would like to inform the House that the Secretary, Security, is not the one who is in charge of the security of the airport, rather he is a Secretary in the Cabinet Secretariat, who is, I think, above all these things. So, he is not the one who is concerned with the day-to-day affairs. So the Secretary, Security, in the Cabinet Secretariat will have to identify the nature and extend of the security lapse. Also as the hon. Members have said, the responsibility of the persons should be fixed and remedial measures should be recommended. This is a time-bound exercise and the report is expected by the 31st of May, 1993, that is, just in a month's time and stern action will follow after the report of the Secretary. To prevent human failure, it is necessary not only to take action, which we are going to take, against the guilty but also to provide an environment conducive to better enforcement of security. Sir, the crowding by various visitors who go in large numbers to see off or receive the passengers at airports needs to be curbed. This is one step which we have to take. The problem, however, gets accentuated because the important persons attract a larger number of visitors than necessary. The security persons find it difficult to cope up with the situation on such occasions. The hon. friends here-they are all important persons -- would have themselves seen a number of VIPs coming with a large number of people and even if they find a little bit of resistance from the officials, they would go to the Ministers and high-ups to take action against those officers. Likewise, many persons prefer to drive up to the aircraft in their vehicle. Since our objective is to make the aircraft and airports totally secure and safe for all passengers...(Interruptions).

SHRI MENTAY PADMANABHAM (Andhra Pradesh) : Only the Ministers go like that...

SHRI GHULAM NABI AZAD : But not all the Ministers... *(Interruptions)* I would not say 'no Minister' but I would say 'not all the Ministers'. Since our objective is to make aircraft and airports totally secure and safe for all passengers, there is no need to provide special facilities to a section of passengers to drive up to the aircraft or to take their personal security guards on board the aircraft. So, this would be the second step which we are going to take. This measure, in my view, would give greater confidence to the passengers because when they see some people coming with their security guards, they feel that something is wrong. So, if we stop that thing, it might generate confidence among the general passengers that everything -- even if the VIPs travels without their security guards in the same bus which is being used by the other passengers -- would be all right. That is the second step which we are going to take.

As far as the long-term measures are concerned which the hon. Members have also suggested, I totally agree with them. As you know, the airports belong to the Airports Authority under the Civil Aviation Ministry and the security is provided by the Home Ministry and there are other enforcement departments belonging to the Finance Ministry which also operate at the airports. So, so many Ministries are involved. Therefore, we must have a close co-ordination by which we can find a solution. The idea is to set up an Aviation Security Force not only at Delhi but all over the country. If some people find something wrong with some police officer, he is just sent to the airports. Mr. Jagmohan knows this. He was an administrator and as an able administrator, he knows. If you want to give some punishment to a police officer, you just send him to the airport instead of posting him in some thana, may be at the inspector level or ACP level or DCP level. So, airports should not be taken as a dumping place. So, we will have to see in future that efficient officers are sent to the airports. Not that those who are in the airport are inefficient. Till we form our own security network, I think we will have to depend on the Home Ministry for security assistance. But the idea for setting up an Aviation Security force is intended to be operationalised in order to have a dedicated body of professionally competent persons with a high degree of training and motivation so that they can take care of the four functions of aviation security. This idea is also there because the people who are at the moment working in the various airports are having an eye on some other plum posts and all the time they will try to know as to where they are going to be posted and, thus, their mind is somewhere else and they work in the airports. We will in future try to have some new force and I have asked my Ministry that a scheme be drawn up and presented with in three months to the Government for its consideration and decision.

SHRI JAGMOHAN (Nominated) : Is the Director-General of Airports Security working there ?

SHRI GHULAM NABI AZAD : I am coming to that. There are only three officers at the top and about 100 people are from the Delhi Police. There are only three top officers and you cannot have them on the spot.

A deterrent punishment inflicted promptly on the hijacker can act as a sobering influence on the potential hijackers. The punishment envisaged in the prevailing law on anti-hijacking is stringent. Life imprisonment is the minimum prescribed punishment. As far as punishment is concerned, there is punishment provided but unfortunately the whole procedure is very time-consuming and by the time they are punished. People will totally forget about the hijack. So, because of this procedure, enormous delays are taking place in both the investigation of the case and the pronouncement of judgement. I have already asked that a group be set up to review the law and suggest suitable changes provided for quick investigation, summary trial and prompt pronouncement of judgement. This group will submit its report in a month.

Sir, there are other measure which we have already taken to strengthen the anti-hijacking unit at the airports in the wake of the recent hijacking. All the security

agencies and the anti-hijacking unit have been alerted to be extremely careful and alert while checking the passengers and their personal belongings. No exception is to be made in this regard. Such acts are to be conducted only at the level of officers of Sub-Inspectors and above only henceforth and it should not be left to the lower functionaries. I solicit the co-operation of the honourable Members of Parliament in this regard.

(2) The electronic gadgets installed for the purpose are to be invariably used besides manual checking.

(3) All the electronic gadgets are being checked so as to ascertain their effectiveness and also to rectify defects, if any.

(4) Frequent surprise checks, as Jagmohanji has pointed out, are to be carried out by the senior supervisory police officers from time to time especially during the peak hours. The Bureau of Civil Aviation Security has also been asked to intensify such checks.

(5) Dummy checks are being done more frequently by the police supervisory officers and officers of the Bureau of Civil Aviation Security to check the alertness and vigilence of the police stff.

(6) Secondary ladder checks of the passengers are also being carried out.

Sir, a few years ago, I remember, there used to be a security check in the lounge and while boarding the aircraft even at the ladder. But it was discontinued. So secondary ladder checks of the passengers are also being carried out at sensitive airports by a joint team of the airlines and the police.

(7) Training of cockpit/cabin crew members should be done. Security police is being arranged to deal with such contingencies during their checking.

(8) Frisking of disabled persons. Unfortunately, in this case, because of the human factor, human sympathy, that was involved, that the man got free. So, frisking of disabled passengers has to be carried out invariably to identify the metal that a person may be carrying inside his plasters.

There are some other things which the honourable Members have mentioned. Jagmohanji mentioned two or three points. I have already mentioned about the dummy checks and other things. Swellji has already said about the devices. I would like to say that mechanised or electronic devices by themselves are not adequate. According to the latest study, to deal with the plastic explosives, physical frisking is the only perfect method which we will have to adopt.

SHRI INDER KUMAR GUJRAL (Bihar) : I do not think it is enough. Even physical checking is not enough because the person may be carrying anything in any form.

SHRI GHULAM NABI AZAD : You see, only the day before yesterday I went to the airport.

SHRI G. G. SWELL (Meghalaya) : I do not know how you are going to detect by physical frisking RDX or other explosives unless you ask the person to task off his clothes.

SHRI INDER KUMAR GUJRAL : That is not sufficient.

SHRI G. G. SWELL : Some of them put the things in the crevices of their bodies !

SHRI GHULAM NABI AZAD : I do not mind if physical frisking is done properly. But I do not think they do it. They leave out the lower parts and the persons may be keeping things in their shoes and socks. So, Swellji had also asked about the identity of the hijacker. Sir, the identity of the hijacker has not been yet estatablished, and the whole case is with the Police and the Intelligence agencies. Refresher courses have been mentioned here. They are regularly organised for the security personnel. There was a mention by one lady Member about the ticket purchased. The ticket was purchased in Delhi

along with tickets for two other persons who did not travel. One cancelled his ticket earlier. The other did not turn up. But all the cases and all the papers have been taken by the investigating officers. So, at this stage, it may not be possible for me to name the person and the agency from where he has come.

श्री महेश्वर सिंह (हिमाचल प्रदेश) : एक बड़ा महत्वपूर्ण प्रश्न एक माननीय सदस्य ने किया था कि वह प्लास्टर कैसे काटा गया, इसका उत्तर नहीं आया ?

श्री गुलाम नबी आजाद : अब यह प्लास्टर कैसे काटा गया, अगर मैं जहाज पर होता तब मुझे पता चलता । इसी के लिए तो इन्वेस्टीगेशन हो रही है ताकि वह पता चल जाए कि प्लास्टर था कि नहीं था बैंडेज था क्योंकि इस बारे में अभी मालूम नहीं है । जिन लोगों ने वहां देखा है जहाज में उन्होंने कहा है, यहां से तो अंदाजा लगाया जा रहा है कि प्लास्टर था । कोई कह रहा था कि बड़ा मोटा बैंडेज था । यह तो जब इन्वेस्टीगेशन हो जाएगी, एक महीने के बाद जब रिपोर्ट आएगी तो उस वक्त मालूम पड़ेगा कि प्लास्टर वाकयी में था या व्हाइट बैंडेज बांधी हुई थी । इस वक्त तो मेरे लिए कहना संभव नहीं होगा ।

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : Now, the Members will seek clarifications on the Statement laid on the Table of the Rajya Sabha on the 27th April, 1993, regarding bomb blasts in Bombay.

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : Mr. Vice-Chairman, Sir, I have to make a statement on the Verma Commission of Enquiry. (*Interruptions*) I will lay it on the Table of the House.

श्री जगदीश प्रसाद माथुर (उत्तर प्रदेश) : उपसभाध्यक्ष महोदय, वर्मा कमीशन से संबंधित वक्तव्य के बारे में मेरा प्रपोजल यह है कि चूंकि डिस्कसन बाद में करेंगे, इसलिए आप डिस्ट्रीब्यूट कर दीजिए, पढ़ने की जरूरत नहीं है ।

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : Let me inform the House that it has been decided today that the hon. Home Minister will make a statement on the Verma Commission of Enquiry. There will be no clarifications today because it has been decided by the hon. Chairman and the leaders of all political parties that there will be a full-fledged discussion tomorrow.

SHRI S. B. CHAVAN : Not tomorrow.

SHRI V. NARAYANASAMY : (Pondicherry) : Next week.

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : All right, any other convenient day as decided by the Business Advisory Committee. Now, the Home Minister will be laying the statement on the Table of the House.

SHRI JAGDISH PRASAD MATHUR : Let it be distributed to all.

STATEMENT RE.—VERMA COMMISSION OF ENQUIRY

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : Sir, I beg to lay on the Table of the House a statement on the Verma Commission of Enquiry.

SHRI V. NARAYANASAMY : Sir, I would like to know when we are going to have the discussion. Is it this week or next week ?

SHRI S. B. CHAVAN : Next week.

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : Next week.

SHRI JAGDISH PRASAD MATHUR : We have not received the copies of the Home Minister's statement.

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : The statement has been laid. It will be circulated to the Members.

CLARIFICATIONS ON THE STATEMENTS BY MINISTERS

RE. BOMB BLASTS IN BOMBAY

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : Now the Members will seek